ABSTRACT

A fin louver design using breaking and reversal louvers whose lengths are substantially longer than the half-length of the main louver but at slightly lower angles to the fin face, in order to increase the heat transfer while reducing or minimizing the airside air pressure drop. The reversal louvers will not dramatically change the airflow direction but rather permit air to follow the louver direction, thus preventing any dead area where the air speed is approximately zero in the central part between the two reversal louvers. Contact is provided between fresh moving air and the central part between the two reversal louvers.